

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STRAIMERS	TO
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" (Capt. G. Meiers) (T. 17,000)	WEDNESDAY, 5 Oct., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK" (Capt. J. Radermann) (T. 17,000)	About WEDNESDAY, 5th October.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLE" (Capt. H. Raegener) (T. 6,750)	SATURDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"PRINCE WALDEMAR" (Capt. F. Iscke) (T. 6,100)	About TUESDAY, 18th Oct. 1910.
KUDAT and SANDAKAN	"BORNEO" (Capt. F. Semmler) (T. 5,050)	End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd September, 1910.

Intimations.

KWONG FUNG YUEN,
HEAD OFFICE—No. 31, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

I HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacal, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director,
HONGKONG, 10th January, 1910.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
etc., etc.

Sole Agent for
FERGUSON'S SPECIAL GREASE
and
P. & O. SPECIAL LIQUOR COOTER
WHISKY, etc.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unduly close application, excessive mental or physical exertion, or other influences incidental to the work of the brain and nerves. It is a powerful tonic, invigorating, and refreshing, and is especially adapted for the treatment of all cases of nervous debility, including, but not limited to, the following: Headache, dizziness, vertigo, tinnitus, neuralgia, sciatica, rheumatism, paralysis, epilepsy, hysteria, neurasthenia, and all other conditions of the brain and nerves. It is a powerful tonic, invigorating, and refreshing, and is especially adapted for the treatment of all cases of nervous debility, including, but not limited to, the following: Headache, dizziness, vertigo, tinnitus, neuralgia, sciatica, rheumatism, paralysis, epilepsy, hysteria, neurasthenia, and all other conditions of the brain and nerves.

VETARZO BLOOD MEDICINE.

Never before was there anything like this. Now can the marvelous properties ever be equalled to all cases of poor blood, impure, or other impurities of the blood from whatever cause arising. It is a powerful tonic, invigorating, and refreshing, and is especially adapted for the treatment of all cases of nervous debility, including, but not limited to, the following: Headache, dizziness, vertigo, tinnitus, neuralgia, sciatica, rheumatism, paralysis, epilepsy, hysteria, neurasthenia, and all other conditions of the brain and nerves. It is a powerful tonic, invigorating, and refreshing, and is especially adapted for the treatment of all cases of nervous debility, including, but not limited to, the following: Headache, dizziness, vertigo, tinnitus, neuralgia, sciatica, rheumatism, paralysis, epilepsy, hysteria, neurasthenia, and all other conditions of the brain and nerves.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK. NO. 2 DOCK. NO. 3 DOCK.

Docking Length 515 ft.	Docking Length 375 ft.	Docking Length 481 ft.
Width of Entrance 80 ft.	Width of Entrance 50 ft.	Width of Entrance 65 ft.
Water on Blocks 18 ft.	Water on Blocks 18 ft.	Water on Blocks 18 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Stores Lathes of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

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Liebert, Scotts,

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Yokohama, April 28th, 1909.



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TRY THE

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Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

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Repair to any Make of

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AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

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GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

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Hongkong, 11th August, 1910.

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HAS ALWAYS ON HAND

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1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-MEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trans shops at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

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Hongkong, 8th September, 1910.

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IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

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Apply to—

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Hongkong, 4th April, 1910.

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TO LET.

GODOWN No. 54, DUNDRELL STREET.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th July, 1910.

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Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

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Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

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LATEST METHODS OF DENTISTRY.

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Reasonable Fees.

Consultation Free.

Hongkong, 10th July, 1910.

(9)

GOLD COIN DISCOVERED.

SAID TO HAVE BEEN MINED IN ANCIENT INDIA.

ALEXANDER THE GREAT'S MONUMENT.

An interesting discovery has just been reported of a unique gold coin of Alexander the Great, says the "Englistman," of September 8. It is believed that this coin is one of the Indian issues of the Great Macedonian Conqueror. European and Western Asiatic issues of Alexander in gold are well known, and the majority of museums in the world possess some valuable specimens. Asiatic issues of Alexander are also not unknown to numismatists by this time, and the square type of broad Indian coinage was brought prominently to the public notice by Professor Percy Gardner in his British Museum Catalogue of Greek and Scythic coins of Bactria and India. Muller's monograph on the coins of Alexander portrays one specimen of the Asiatic issue, but with the legend in Aramaic characters. This is, so far, the only known instance of a coin of Alexander the Great with the legend in an Asiatic language and script.

COIN DESCRIBED.

The coin just discovered differs from all other known types of the coinage of Alexander. On the obverse it bears the head of Alexander facing the proper left and wearing an elephant's scalp. It is now well-known that the wearing of the elephant's scalp instead of the usual helmet or korymbos indicated either a rapid fall, or the occupation of a position of Arrian or Indian. Thus we find that Demetrius, the son of the Bactrian King, Euthydemus, signified his conquest of Northern Arria by issuing silver coins, on which he is figured as wearing the elephant's scalp. The earlier Greek conquerors of India prized the possession of elephants over and above every thing. This is shown by the seal with which Alexander enforced his demand for elephants from the vanquished Indian princes. Apollonius the Third, the Seleucid king of Syria, in his endeavour to re-conquer the revolted provinces in Bactria and Arria, advanced as far as the Kabul valley. Ptolemy and Bactria headed a successful revolt against Antiochus the Second, the grandson of Seleucus Nikator, the famous general of Alexander the Great and the grandfather of Antiochus the Third. He advanced as far as Kabul, defeated an Indian prince, named Tephaganesur, and was content to retire after levying a tribute consisting of elephants. So also Seleucus, when he invaded Northern India in 305 B.C., had to retire after taking some elephants from the Emperor Chandragupta, the grandfather of Asoka, and ceding in return the whole of Afghanistan and the Western Punjab to the Indian monarch.

PROBABLE DATE.

It is no longer doubted that Alexander established a mint in India during his three years' stay, 325-327 B.C. The square gold coins are well-known, but at the same time they are so very rare that even the Indian Museum does not possess a specimen. These coins are to be found in the cabinets of a few private collectors of Indian coins. The new coin is thus unique both as to its minting and type. But the next point is of still greater interest, when it is considered that this coin bears the oldest Kharosthi inscription discovered up to date. Liders's decipherment of the Kharosthi manuscripts from Turan and Monsieur Tchernig de Lacoperie's discovery of Achemenian coins with Indian legends prove that the Kharosthi script was used in India as early as the sixth century B.C. This script was the direct development of the ancient Aramaic and was introduced into India during the Persian domination. Official documents during the Achemenian occupation in Afghanistan and Northern India were written in this script and continued to be so till the middle of the second century. The earliest known records in this script are the Shahbazgarhi and Manikhera rock edicts of Asoka excepting, of course, the Achemenian coins described by Lacoperie.

VALUE OF A CLUE.

The form of the characters on the coin is question are slightly a chaos in form and differ from the forms employed in the inscriptions of Asoka. On the reverse of the coin we find the figure of winged victory which is so very common on the gold issues of Alexander and Seleucus Nikator. To the left of this figure are four Kharosthi syllables, a, la, sa, dda. The correct reading of these four syllables led to the final assignment of this coin to the Great Macedonian Conqueror. For, otherwise, there is not a single clue which would lead to the identification of the coin. In the ordinary gold coins of Alexander, the Greek script and language are invariably used. So the value of the coin is added to the decipherment of these four syllables. It is discovered from the fact that the Indian form of the name Menander was born at Alaxandra or Alexandria. Alexander the Great founded several cities in India and named them after himself. Menander must have been born in one of these cities, and the fact that the name tallies remarkably well with the legend on this coin. It is to be noted in this connection that the Indian form of the Greek name, Alexander, is to be found in the record of the Asoka. There it is Al-kandara, though somewhat different, yet phonetically resembling the form used in this coin.

The Asiatic form came into the possession of Bahadur Singh Chaudhary, a student of Munirabad, and it has now been sent for examination to Mr. R. D. Banerji, Indian Museum, Calcutta, and is to be unique.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

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LONDON Mortgage of Home Property, & Advances made on Mortgages.

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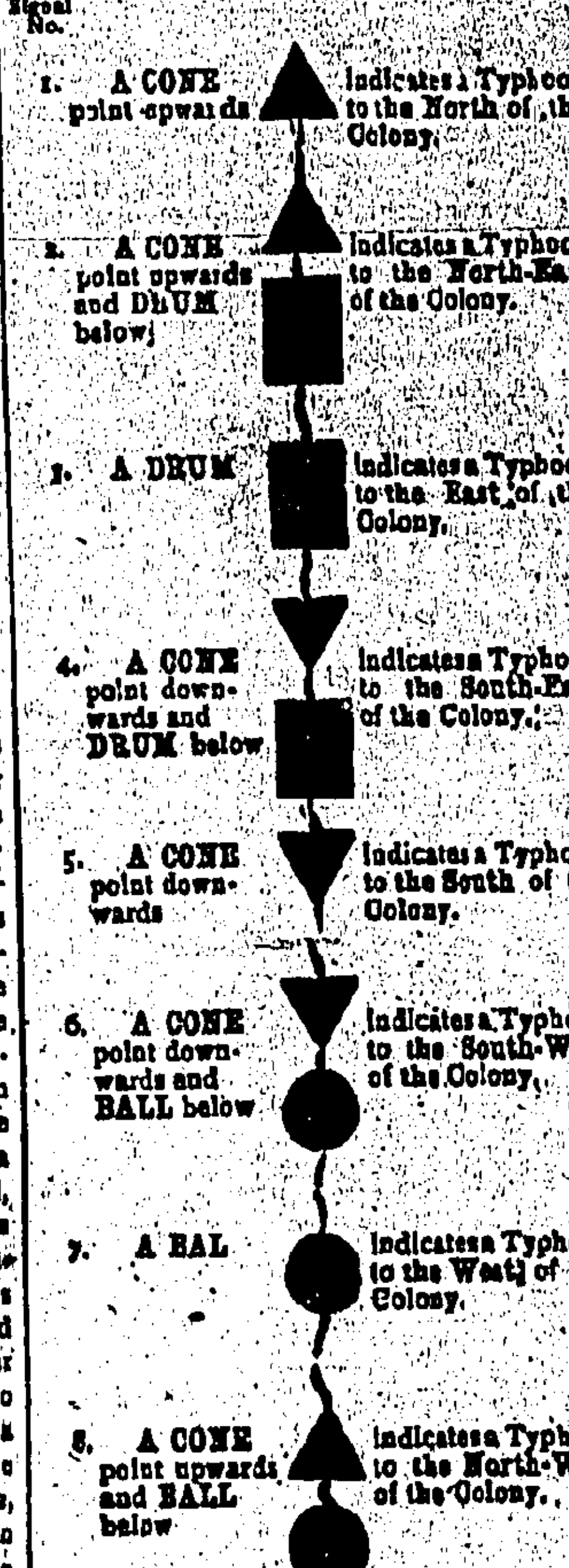
Advances made on Mortgages.

Advances made on Mortgages.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights, a Red, a Green, a Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs as above, in the event of the information conveyed by this signal being first published by light.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft, and sailing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

At the Harbour Office.

At the Harbour Office.

At the Harbour Office.

At the Harbour Office.

At the Harbour Office.

At the Harbour Office.

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Intimation.

Powell's

NEW
FABRICS.FOR
CURTAINS,
LOOSE COVERS,

PORTIERES,

DRAPERIES,

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THE LATEST

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COLOURINGS

ARE NOW
DISPLAYED

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THEIR
SHOWROOMS.

FIRST FLOOR

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Buildings.

PATTERNS SENT TO ANY

ADDRESS

ON APPLICATION.

115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 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1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 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3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 3937, 3939, 3941, 3943, 3945, 3947, 3949, 3951, 3953, 3955, 3957, 3959, 3961, 3963, 3965, 3967, 3969, 3971, 3973, 3975, 3977, 3979, 3981, 3983, 3985, 3987, 3989, 3991, 3993, 3995, 3997, 3999, 4001, 4003, 4005, 4007, 4009, 4011, 4013, 4015, 4017, 4019, 4021, 4023, 4025, 4027, 4029, 4031, 4033, 4035, 4037, 4039, 4041, 4043, 4045, 4047, 4049, 4051, 4053, 4055, 4057, 4059, 4061, 4063, 4065, 4067, 4069, 4071, 4073, 4075, 4077, 4079, 4081, 4083, 4085, 4087, 4089, 4091, 4093, 4095, 4097, 4099, 4101, 4103, 4105, 4107, 4109, 4111, 4113, 4115, 4117, 4119, 4121, 4123, 4125, 4127, 4129, 4131, 4133,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER at DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 15TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"MONTAGUE" TUESDAY, NOV. 22ND.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £110.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £143.
Via New York £145.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	SATURDAY, 1st Oct., Noon.
TIENSIN via SWATOW, WEIHAIR, WEI & CHEFOO	"CHIPSUNG"	SUNDAY, 2nd Oct., Daylight.
SHANGHAI, KOBE & MOJI	"KUISANG"	TUESDAY, 4th Oct., Noon.
MANILA	"YUENSANG"	FRIDAY 7th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"MANSANG"	SATURDAY, 8th Oct., Noon.
SANDAKAN	"MAUSANG"	MONDAY, 10th Oct., Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days)

The steamers "Kaitang", "Namong" and "Kooking" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Ussuri, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitang, Lahad, Datto, Singapore, Tawau, Urukan, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 215.
Hongkong, 19th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG/HONGKONG	"CHILLY"	1st Oct., Daylight.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"ORANGSHA"	1st " Noon.
SHANGHAI	"LINAN"	1st " Midnight.
HAIPHONG & HAIPHONG	"SISGAY"	3rd " Noon.
MANILA	"TAMJONG"	4th " 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"NARONG"	4th " 4 P.M.
ILIOILO & OEBU	"KAIKONG"	6th " 4 P.M.
CHEFOO & TIENSIN	"HUICHOW"	6th " 4 P.M.
SHANGHAI	"CHINCHUA"	6th " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports, DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Amoy, China, Lian, Chien, Chien) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These launches land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

Telephone No. 15.
Hongkong, 29th September, 1910.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date.
LAIRO	8500	A. Fraser	MANILA	SATURDAY, 1st Oct., at Noon.
RUBI	3500	R. Rodger	"	SATURDAY, 5th Oct., at Noon.

For Freight or Passage, apply to

Telephone 24th September, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct rail service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to All Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO-HAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 5th Oct., at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO-HAMA	"CHICAGO MARU" Capt. J. Gold	6,182	WEDNESDAY, 5th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 2nd Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Captain Y. Fuzono	THURSDAY, 6th Oct., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$75.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th September, 1910

S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	ITO MARU, Capt. R. Takeda, Tons 7000 HIRANO MARU, Capt. H. Frater, Tons 9200 TAIGO MARU, Capt. A. Christiansen, Tons 8200	WEDNESDAY, 11th Oct., at Daylight. WEDNESDAY, 16th Oct., at Daylight. WEDNESDAY, 9th Nov., at Daylight.

VICTORIA, B.C. & SEATTLE { SADO MARU, Capt. S. Hiroi, Tons 7000 { SATURDAY, 5th Nov. From KOBE.

VICTORIA, B.C. & SEATTLE { INABA MARU, Capt. K. Kawara, Tons 7000 { TUESDAY, 11th Oct., at Noon.
via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA { TAMBA MARU, Capt. K. Saito, Tons 7000 { TUESDAY, 8th Nov., at Noon.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE { WIKKO MARU, Capt. M. Yagi, Tons 6500 { FRIDAY, 27th Oct., at Noon.
KUMANO MARU, Capt. M. Winkler, Tons 6200 { FRIDAY, 25th Nov., at Noon.

BOMBAY via SINGAPORE & COLOMBO { HAKATA MARU, Capt. A. Macker, Tons 7000 { TUESDAY, 4th October.

SHANGHAI, MOJI & KOBE { BOMBAY MARU, Capt. Teranaka, Tons 5000 { SUNDAY, 2nd October.

NAGASAKI, KOBE and YOKOHAMA { KUMANO MARU, Capt. M. Winkler, Tons 6200 { WEDNESDAY, 26th Oct., at Noon.

KOBE and YOKOHAMA { KAMO MARU, Capt. F. L. Sommer, Tons 9000 { THURSDAY, 13th Oct., at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Calling at Salgoa.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUBOMOTO

Hongkong, 21st September, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AFRICA, CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."
Capt. G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., TOMORROW the 1st October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "China", 7,900 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Ten for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "E. 2nd", due in London on 12th November, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
M. A. HEWETT, Superintendent

Hongkong, 30th September, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on SATURDAY, 8th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th September, 1910.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI,"

Captain W. Gray Williams, will be despatched as above on or about 13th Oct.

For Freight apply to
JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 19th September, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER AND SEATTLE

via SHANGHAI, MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain	On about
Kumori	6,237	G. B. McGill	20th Oct.
Aymara	4,305	J. Boyd	26th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" { On or about 1st Oct., 1910.

For Freight and further information, apply to
SHEWAN, TOMES & Co., General Agents.

Hongkong, 21st September, 1910.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR"

Capt. G. F. Hudson, will be despatched for the above Ports on MONDAY, the 2nd October, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 19th September, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With liberty to call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK

S.S. "MUNCASTER CASTLE" { On about 5th Oct.

For Freight and further information, apply to
DODWELL & Co., LIMITED, Agents.

Hongkong, 19th September, 1910.

Consignee.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BERNALDER,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th September, 1910.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"TANGO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 21st September, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

FROM BOMBAY COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From London and Copenhagen, &c., via Malta and Sicily.

From Australia, &c., via More.

From Persia, Gulf, &c., via S. S. N. and B. & P. S. N

Post Office.

		a.m.	10.0	10.1	10.2	10.3	10.4	10.5	11.0	11.1	11.2	11.3	11.4	11.5	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	2.0	2.1	2.2	2.3	2.4	2.5	3.0	3.1	3.2	3.3	3.4	3.5	4.0	4.1	4.2	4.3	4.4	4.5	5.0	5.1	5.2	5.3	5.4	5.5	6.0	6.1	6.2	6.3	6.4	6.5	7.0	7.1	7.2	7.3	7.4	7.5	8.0	8.1	8.2	8.3	8.4	8.5	9.0	9.1	9.2	9.3	9.4	9.5	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	
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SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,019,310	£2 for first half year, ending 30.6.10 @ ex 1/4 = \$22.45	\$227 sales
National Bank of China, Limited	99,995	7	£0	\$4,000 \$5,000,000	\$25,558	\$2 (London 2/6) for 1909	\$28 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$14,183 \$302,701	none	\$10 for 1908	\$190 buyers
North China Insurance Company, Limited	10,000	£25	£5	Tls. 22,000 Tls. 22,000 Tls. 22,000	Tls. 207,575	Final of 7/6 making 15/- for 1908	Tls. 215
Union Insurance Society of Canton Limited	12,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$257,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	\$15 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$727,637	\$10 for year ending 31.12.08 and interim of \$5 on account of 1909	\$200
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$418,400	\$6 and bonus \$2 for 1908	\$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$426,218	\$27 for 1908	\$355 buyers
SHIPPING.							
China and Manilla Steamship Company, Limited	20,000	\$25	\$25	\$27,743 \$27,743 \$27,743	Dr. \$2,777	\$2 for 1908	\$10 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$10	\$100,000 \$100,000 \$100,000	Nil.	\$2 for year ending 30.6.1908	\$25 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$27,743 \$27,743 \$27,743	\$12,706	Dividend of \$1 for 30.6.10	\$32 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	£138,100 £138,100 £138,100	£1,537.22	£6/- for 1907 on Preference shares only @ ex 1/2 11/16 = 5s. 15d.	\$58 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£730,000 £730,000 £730,000	£102,994	Final div. of 2/6 per sh. (comp. 14) making in all 4/6 per sh. for '09 & 1st div. of 1s. per sh. on acc. for '10	\$1/6 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$21,810 \$21,810 \$21,810	\$1,159	A dividend of 7% for yr. ending 30.4. 1910 A bonus of 5%	\$23 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$50,000 \$50,000 \$50,000	Dr. \$8,090	\$5 for half year ending 30.6.1910	\$150 sellers
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$15,593	\$5 for 1897	\$20 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£215,000 £215,000 £215,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	Tls. 15 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	Pa. 10
Ranch Australian Gold Mining Company, Limited	150,000	£1	£1	£4	none	\$1 per share 1st dividend	\$7 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	\$9 buyers
Docks, Wharves & Godowns.							
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$25,775	Dr. \$8,460	\$1.25 for year ending 31.12.08	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$550,000 \$550,000	\$104,847	\$1 for 1909	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000 \$250,000 \$250,000	\$138,765	\$1 for half year ended 30.6.1909	\$50 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,225	Final of Tls. 11 making Tls. 6 in all for year 30.4.1909	Tls. 75 sellers
Shanghai and Hongkong Wharf Company, Limited	26,000	Tls. 100	Tls. 100	Tls. 2,600,000 Tls. 2,600,000 Tls. 2,600,000	Tls. 9,222	Interim of Tls. 3 for 1910	Tls. 120 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 4,314	Tls. 6 for year ending 30.6.1910	Tls. 97 sales
Central Stores, Limited	50,123	\$15	\$15	\$751,845 \$751,845 \$751,845	\$24,041	\$2 for 1910	\$121 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000 \$600,000	\$1,217	\$1 on old shares \$1.50 on new shares for half year ending 30.6.10	\$102
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$2,571	Interim of \$1 for 1910	\$107 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$2,471	45 cents for 1909	\$11 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$249	\$2 for 1909	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000	Tls. 6,969	Interim of Tls. 3 for 1910	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Interim of \$1.80 for 1910	\$59
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	Tls. 110 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 40,000 Tls. 40,000 Tls. 40,000	\$1,511	50 cents for year ending 31.7.08	\$33 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,372	Tls. 71 for year ending 31.7.09	Tls. 471 buyers
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	Tls. 50
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 11,172	Tls. 25 for 1909	Tls. 200 buyers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$1,500 \$1,500 \$1,500	\$248	15% per share for 1909	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	Nil.	60 cents for 1909	\$9
China Light and Power Company, Limited	50,000	\$5	\$5	\$250,000 \$250,000 \$250,000	\$5,248	60 cents for year ended 28.2.06	\$1.40 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$1,250	80 cents for 1909	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000	\$1,892	\$1.20 for year ending 31.7.09	\$19
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$4,390	Interim of 15 cents per share for 1910	\$4.65 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$670	14 per cent. viz. \$1.40 for 1909	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	\$11 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$7,616	Interim of \$1 per share for 1910	\$67
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$5,170	Final of \$1 making in all \$2 for 1909	\$67
Manichang, of Mijia, Bonds on Landowner plots in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 116,022	Interim dividend of Tls. 12 1/2 15th March Tls. 12 1/2 15th June & Tls. 15.00 15th Sept.	Tls. 1,200
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$2,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	\$21 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	\$11 sellers
Philippine Company, Limited	75,000	\$10	\$10	none	none	None	\$8 sellers
Shanghai-Sumat Tobacco Company, Limited	10,000	Tls. 30	Tls. 30	Tls. 300,000 Tls. 300,000 Tls. 300,000	Tls. 5,150	No dividend this year	Tls. 140 sellers
Societe des Pulpes et Papeteries du Tonkin	12,200 1,200	50 New 1/2	25 New 1/2	none none	none none	First year	\$50 sellers
South China Morning Post, Limited	6,000	\$125	\$25	none	Dr. \$1,000	None	\$25 sellers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$27,86	10% for year ending 31st May 1910	\$11 sales
Union Waterworks Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,976	60 cents for year ending 31.12.08	\$8
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000	\$242	15% per ordinary sh. for year ended 31.5.10	\$114 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,441	25 cents for 1909	\$5
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$2,613	5% for 1909	\$61 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$762	None	\$2 buyers

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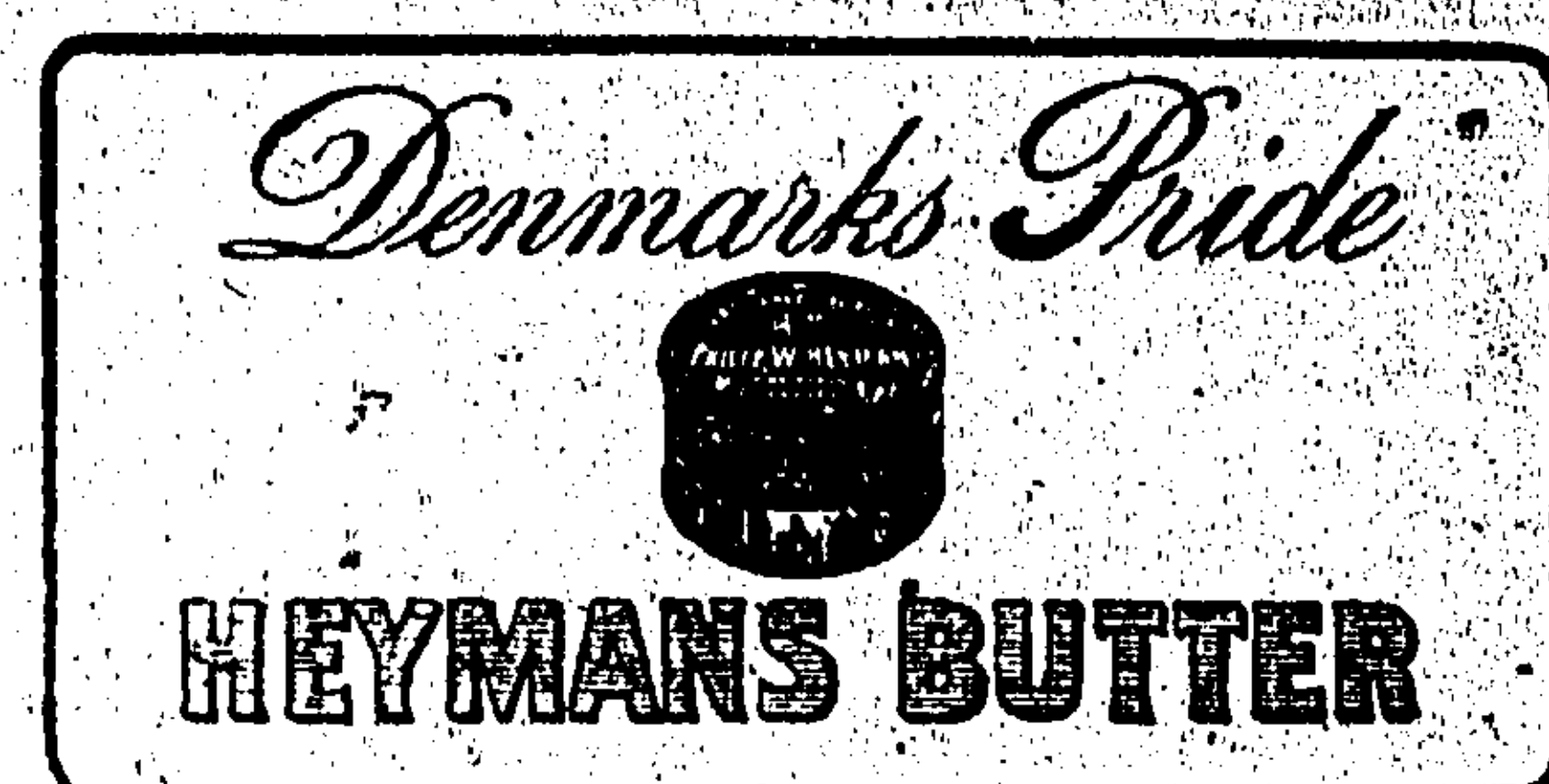
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SHAUKIWAN ROAD,
Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.
On SUNDAY, the 2nd October (weather permitting),
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.
Dinner a la Carte 7.30 p.m.
Dining Rooms can be reserved by telephoning to the undersigned.
All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 30th September, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ... Every 15 minutes
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ESTABLISHED 1881

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THE HOME AND THE EASTERN
PRESS

Occasionally, writers in the English Press take the opportunity of having a pot-shot at the Far Eastern journals, which, whatever their faults, always endeavour to uphold British prestige in the Dominions across the Sea and can lay claim to greater honesty of purpose than many newspapers at home that have only party politics from which to derive their sustenance. In the East, we have no party. We are all Britishers and our newspapers are conducted without regard to Home politics. Whether we be Liberal or Conservative, we at any rate join forces in trying to promote the best interests of the British Empire without treading on other nations' corns. It is therefore with regret that we see Mr. Spencer Leigh Hughes, M.P., in the *Morning Leader*, engaged in a most virulent attack upon one of our most respected and estimable contemporaries in the Far East: namely, the *Singapore Free Press*. If any paper in these parts deserves credit for upholding the best traditions of English journalism, the *Free Press* ranks among the foremost. We do not always agree with the

optimism. We do not like to say that the opinions expressed in his columns, yet we must admit that the able men who conduct its publication enjoy the full confidence of Britishers in the Southern Settlement and all along the China Coast. It is a mistake to be outspoken, then the *Free Press* is at fault. But in London journalism, the writer who cannot write outspokenly is at a discount, and the journal which declines to publish anything except puerilities and sententiousness is left far behind in the race for existence. It appears that a lady correspondent of the *Leader* had gone to live in Singapore and had supplied Mr. Hughes with the information that, whilst the writers in the *Free Press* pretend to be neutral, they are rabid Tories and most abusive in their language. Then Mr. Hughes starts in to be as abusive as a Billingsgate fishwife as against the paper and against the Far Eastern Press generally. It appears that our Southern contemporary had the gross audacity to declare that the chief compensation for the drawbacks of living in a tropical Crown Colony is that we are well out of the hotly-burly of party controversies and that we can get our heads above the miasma of what pass for domestic politics in England. We do not hesitate to assert that we know a great deal more about life abroad in various parts of the Empire than does Mr. Hughes. "Home keeping youth bath ever homely wit" and Mr. Hughes for all his dictional versatility seems to have developed the homely wit in degree. As we said before, none of us out here have any politics. But we are all Imperialists in the first place, and our initial consideration is the solidarity of the Empire to which we belong. So far as the rest of Mr. Hughes' remarks are concerned we can safely leave them alone to be responded to by the journal most concerned; we only desire at this juncture to take objection against what amounts to his wholesale denunciation of the British Press in the Far East.

Australian papers are viewing with some concern the experimental shipment of a cargo of 5,000 tons of coal from China to San Francisco last month. Reuter's dispatch announcing the fact to our continental correspondents in the Commonwealth does not state the origin of the coal, but it may be presumed that the activities of the Chinese Engineering and Mining Co., Ltd., have been

responsible for the shipment to California of the first consignment of the valuable fuel from the Company's pits at Tongshan to America. In noting the telegram in its column of the Sydney *Daily Telegraph* observes that the fact, as reported by cable, of the shipment of 5,000 tons of coal has been sent from Chiao to San Francisco "test the market" is a remarkable example of the changing conditions in the East and their effect upon the Australian outlook. Hitherto China has been a purchaser of coal from Australia, and in that sense an employer of Australian labour. But now it would appear that she contemplates entering the ranks of the colonies with the Commonwealth.

The extent of the Chinese coal deposits is known to be enormous, and as they become more easily accessible with the opening up of the country by railways a considerable increasing output may be looked for. Many glib talkers about employers and employees the position is often quite misunderstood. The employer in every case is the consumer to whom both the capitalist and the labourer stand in the relation of employees. As a large portion of Australia's coal is mined for export, the employers, so far as this part of it is concerned, therefore are foreigners to whom no arbitration award made by the Courts can apply. They employ the people who give them the bulk of the value for their money. Australia has the advantage in the very high quality of its coal, but the quality of some of the Chinese mines that are being opened up is yet to be seen. The whole question of labour is a vast amount of ground

lighting power can be purchased for a given sum of money? Quality is one part of the question, price the other, and both have to be considered together. The Chinese miners work seven days a week, and there is no Arbitration Court to limit the number of hours from bank to bank. There is practically no loss of capital through idle plant. Labour is plentiful and cheap. Contractors require the protection of no strike clauses. If American consumers or others outside the jurisdiction of Australian laws choose to take advantage of these conditions and employ Chinese or Japanese to get coal for them, the Commonwealth Government cannot insist on their giving preference to Australians, whether they be unionists or non-unionists. Australia must give them as good value as they can get elsewhere, or abandon the trade. As long as Australia had a monopoly of opened-p. mines she was able to get monopoly prices in the foreign markets within a commercial radius of her ports, but if others are coming into the field that advantage will disappear. The ocean highway is free to all, and Australia is as powerless to exclude Asiatic seamen from competing for the foreign trade as Asiatic miners or Asiatic shipbuilders. It is no use ignoring these facts; they are there and will make themselves felt, whether Australia recognise them or not. Australia may draw a fiscal ring fence round local Commonwealth industry and impose such conditions she pleases within that narrow circle, but she cannot dictate terms to the people of other countries from whom she seeks employment at producing articles for export.

In view of the stupendous progress which has been made of late with the construction of the Panama Canal, it is not perhaps premature to take a forward estimate regarding the effects which its opening may have upon the trade of Hongkong. Already, New Orleans and San Francisco are squabbling over their respective rights to be made the venue of the great Panama Exposition that is to be held in celebration of the canal's completion. Of course the newspapers are in the van of the attack on each side. "Frisco" journals declare that its rival has nothing but river frontage and is not safe from the ravages of Yellow Jack. On the other hand the New Orleans organs say they have not had any signs of yellow fever in their midst for six or seven years, and that at any rate visitors to their city can go to bed at night with the certainty of finding themselves there next morning,—which is more than can be said of the Pacific port. And so the warfare goes on. Its main significance for us lies in the fact that it enforces upon our minds the rapidity with which the canal scheme is approaching consummation and the need that exists for exact study of the new conditions that its completion will bring upon Far Eastern trade and upon our Colony especially. It has to be remembered that the new canal will bring New York 3,430 miles nearer to Yokohama, and in respect to the great commercial port of Japan will give her an advantage of 1,430 miles over British ports in place of her present disadvantage of 1,900 miles. The advantage will really mean more than this, because raw cotton, which is Japan's import of highest value, will be shipped from Mexican Gulf ports and not from New York. In the "Annual" recently received by us from the Department of Finance in Tokyo, it is stated that whilst last year the American import

of cotton tissues showed a decline. British imports of this nature increased by over two million sterling. More than 70 per cent. of Japan's woollen cloths are British goods. Of raw wool imports Great Britain and Australia supplied 70 per cent. also. Of iron materials, more than half of those sent into the country were of British origin. The importation of locomotive engines from America showed a marked decline. These figures all imply what is an important place the Japanese import trade has occupied in the Colony's prosperity as a trading port, and what a telling blow may be dealt against us in future by the Panama Canal. *Capital and Commerce* summarises the results of the Canal opening as the coming revolution in the history of Far Eastern trade. The point of importance is not that it will divert a portion of the traffic passing through the Suez Canal westward; it is that it will utterly destroy the *status quo*. Competition for trade in China will grow by the keener, and with the choice of two routes, European traders in China will have to face a competition unknown to the China trader. The United States and other countries in the Americas confident will naturally have better chances of establishing trade relations with China and Japan. All of which is bound to have a very direct and harmful effect indeed upon British China-Japan trade and upon Hongkong trade in particular. In writing upon this subject the *Times* says that in the Japanese import-trade America has now 10 per cent. of Great Britain's share. The proportion may be expected to show movements favourable to the United States, but these movements will not be great. If even if no Panama Canal were to introduce a new factor into international commerce, the trade of Japan would develop so as to become of decreasing importance to Great Britain. The tendency of Japan is towards increased importation of raw materials and decreased importation of manufactured goods. Of Great Britain's exports to Japan the item of highest value is iron and steel, but we may expect to lose from this type of Japan's exports to our production country. It may be thought that we should

young men, who will naturally be beaten down by the military discipline proposed. This means longer that we shall probably retain for a longer time our trade in wool and mink. If we lose that, we shall have to pay direct for our ability to supply machinery for the growing textile industry in greater than that of any other country. Our cotton trade exists simply because their own has not yet attained to full dimensions. Great Britain's woolen trade with her ally may well be one of the last departments to suffer decline. If any be that the Panama Canal will have but small effect in enabling American manufacturers to take the place of British manufacturers until the time as the Japanese market shall have become the preserve of Japanese production; in any rate, it is obvious that it is likely to be a long time as the leading

Towards the successive numbers of our youthful contemporary the *Yellow Dragon*, we have not only a paternal affection but a parental right of criticising its effusions and chastising its shortcomings. Happily for our fatherly feelings in the latter degree, there is little in the *Yellow Dragon* which can fairly be said to make necessary an administration of the pedagogic cane or slipper in that classic fashion which has been to evidence ever since Shakespeare's "schoolboy" who with satchel and shieving morning face, creeping like snail unwillingly to school" foretold the advent of our present-day schoolboy who yet detests the termination of school holidays whilst wearying at the same time for a return to the glorious comradeshipships of previous terms and to renewed trials of strength and application both on beach and in playground. The *Yellow Dragon* in its latest issue constitutes a splendid example of the progressiveness which characterises the outstanding Hongkong scholastic institution, Queen's College. With the *Yellow Dragon* dominating the basic Confucian line, "all within the Four Seas are Brethren," the frontpiece of the little journal is fitted to convey to the most insensitive mind the exalciotic spirit that pervades the life of the College, as regards both teaching "staff and pupils; whilst its informative contents prove very clearly that Queen's College is adding to its laurels every year and that it promises to go on still farther in its upward incline; and to be the best feeder in the Far East for the Hongkong University that is to be. There is no need now to hark upon the Term Day at the beginning of

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Of all the ills and discomforts to which Europeans resident in the East have to submit, there is none more grievous than this which has been aptly described as "tyranny of the house-boy." Married women coming from Home to manage their household are perhaps the greatest sufferers amongst the many. In Europe, it has been accustomed to maid servants of whatever be their individual qualifications for service, are as a class a most admirable body of workmen—clean, smart, willing and obedient. When the comes out, however, she finds that, instead of the cheerful and efficient supply of servants which is often and erroneously talked about in the home as being obtainable out here, there are

fronts her a very much worse state of things than ever had to be faced at Home. This says, a cook with two servants would suffice for an average house; and, if the family includes children, a nurse also will be required. In the East a perfect berry of Chinese servants is required; the cook must have an assistant, every child has to have an attendant for itself, and the house coolies also have to be taken into account; whilst over and above all there is usually a gang of hangers-on feasting continually on the servants' quarters living in a great part of the food brought into the house. Of course, there are exceptions, but on the whole the description given above conveys a fairly accurate idea of the matter stands at present in Hongkong. At the beginning the mistress will try to effect an alteration, even to the extent of perhaps superintending the cooking herself, but in the end has to admit defeat, while her friends with longer experience, who know East may have already, unheeded, pronounced inevitable. The boy comes victorious from the contest, whilst the distressed lady is forced to submit to his dominance and can only retire to her sitting-room and sigh for her English servant left behind. Nor is this trouble one which affects Hongkong alone. It applies to every coast port in the East. By the way, it was a proposal made here some time ago to form a Woman's Guild by means of which respectable servant girls might begot from Japan; but we have heard no word of its materialization; probably it fell through on account of that rampant class distinction which notorious ly violates European life in the Conjoe. A scheme appeared to provide a solution of the servant problem could it have been got under way, for by the formation of a registry such as those which exist at

working and obliging might have been observed. But as we have repeatedly pointed out, real solution of the problem is only to be found in the compulsory registration of all Chinese servants. It is no use adopting measures and making such registration voluntary. That scheme has already been tried in a neighbouring town, Colony and it proved an utter failure. Masters who insisted their servants registering, or who insisted that any new servant applying for a vacancy should be registered, were promptly ignored and a whole staff often withdrawn under the menaces that the Chinese were about to employ. Chamberlains broke and dishonoured and married couples had to migrate to hotels. The Ordinance was repealed and since then the Hylam guild of domestic servants runs the households of Singapore. The Chinese employees of the richer class employ, where pay is good and pick ample, the comfortable enough, but it is less well-to-do classes that too often make themselves at the mercy of the servants. As things stand at present European residents are absolutely under thumb. Employers of servants no means whatever of finding out characters they had in their last place, why they were dismissed. False testimony it is well known may be purchased for a cent, and the purchaser, without any scruple of conscience, adopts the name they made out in for the time being. A few employers ask their servants, however, and it is often necessary to do this. The boy, who must necessarily be in position of trust in the household, may misbehave, a bit of a bad character, or what cost; but there is no way of finding out until his employment, the fact being homesteaded by him, and he is not any registration system would be of use in this Colony. It would be opposed to the law by the servants, who might lead to some inconveniences in getting him if residents agreed to register and to employ none but registered servants things would quickly adjust and the boys would be completely done with. The Chinese in the Colony are in a lack of sympathy with the Government, and it is very difficult to get them to have any regard to all concerns of the Government. On the introduction of the Ordinance the day before yesterday, the Chinese Chamberlains, who are the only ones who have any influence, were informed of the Government's intention, and

be introduced in Hongkong and within it is high time that our legislature take the whole question of servants' registration seriously in hand with a view to the eradication of a very present trouble.

At the Legislative Council meeting yesterday, the unofficial members had a good deal of criticism to offer upon the Budget Bill when it came on for second reading. His Excellency the Governor's explanatory statement about the Estimates had been made at the previous meeting of Council, and ample time had elapsed since then for the points of members making themselves fully acquainted with the Government's proposals for the forthcoming year; therefore the officials came fully charged with questions and suggestions bearing upon the Budget under review. On the whole, the debate was an interesting one. Some new light was thrown upon various subjects which have been exercising the public mind very largely of late. In certain directions, governmental policy was more clearly defined. But, on the whole, we do not think that the ultimate result will be affected by all that was said in the way of criticism at yesterday's Council; that in the progress of the Budget through Committee stage any material change will be made in a single salient item. As senior unofficial member, in the absence of Dr. Ho Kai, Hon. Mr. A. Hewitt was spokesman for his colleagues. He traversed the Budget *ad serialim*, commenting upon each subject which seemed worthy for remark. Here we can only view his criticism upon the principal questions affecting the public welfare to-day. First with regard to the Imperial contribution on account of the loss in opium revenue, Mr. Hewitt pointed out that the sum stands only a little over one lakh of dollars. "It is all that is to be received, we join with him in expressing our strongest possible protest against so parsimonious an act on the part of the Imperial Government. 'Tis not mortals to command success, nor is it with the powers of our local Government dictate to the Imperial Government. But we were given the distinct assurance by the Secretary of State for the Colonies that our finances would not be allowed to suffer through the loss of revenue caused by closing of the opium diwans. In fact it was publicly stated that the loss would be more than covered by the Imperial contribution. Yet here we find the Colony's righteous demand set off with a single lakh whereas the apparent deficit represents nearly two lakhs more. We were assured that the

will to carry out a policy dictated to us from
 at once, a policy which we believe has result-
 ed in harm to the Colony, rather than
 good. This lakh of dollars cannot be con-
 sidered in any way as a fitting redemption
 of the promise made us. In common justice
 to the ratepayers, the Home Government
 are bound to make the whole or nearly
 whole deficit good. Another matter,
 which the hon. member for the Chamber
 of Commerce alluded to was the fact that several
 leading business firms had appealed against
 harshness of treatment in the adminis-
 tration of the new liquor excise.
 When the new impost on spirituous
 liquors was first made law, Sir Frederick
 Lugard assured the Council and the
 community that every facility would
 be given to bona-fide traders to carry
 their business with as little difficulty
 as possible and that the provisions of the
 new Ordinance would not be made to be
 hard on the community at large. Perhaps
 it is because the Excise Department is
 young and inexperienced, or that like a
 broom it is sweeping clean, but in fact
 there have been several cases of harsh treat-
 ment of which traders have rightly com-
 plained. Sir Henry Meyrick said it was a
 matter of getting in returns and that the
 amount of strictness had to be observed. But
 we would point out to His Excellency that
 there is a great deal of difference between
 "strictness" and "harshness." The former
 may be necessary in trade later on, but
 complained of about the new liquor excise
 the working of the new Ordinance. During
 the last three months, the Government have
 done up the liquor excise in a manner that
 Courts and the public have justly com-
 plained as to the harshness of the treatment
 meted out to the community.

WITNESS THAT YOU CAN TRUST

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for the return of MS. nor to return any Contribution.

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THE ANGLO-JAVA ESTATES, LD.

An extraordinary general meeting of the above company was held at Shanghai on the 22nd of last, to consider the subject of resolution—

1.—That it is desirable that the assets and liabilities of this company be transferred to a new company to be incorporated under the English Companies' Act and accordingly that the company be wound up voluntarily and that The Cathay Trust, Limited, be and it is hereby authorized to act as liquidator for the purpose of such winding up.

2.—That the liquidator be and it is hereby authorized to consent to the registration under the English Companies' Act of a new company having a capital of 1,500,000 divided into 3,500,000 shares of 2/6 each to be known as "Limburg Rubber Lands, Limited" with a margin and articles of association to be approved of by this company's directors for their nominees.

3.—That the liquidator be and it is hereby authorized to enter into an agreement with Limburg Rubber Lands, Limited, when incorporated, providing:

(a) For the transfer of the assets and liabilities of the company to the Limburg Rubber Lands, Limited.

(b) For the allotment to every person whose name appears in the register of members of

as a member of this company of 5 paid-up shares of 2/- each of the Limburg Rubber Lands, Limited, for every share in this company he holds on that date.

(b) For the allotment to the liquidator of 500,000 shares in the Limburg Rubber Lands, Limited, each of 2/- (fully paid up) in this company to be held by the liquidator and to be disposed of by the liquidator as and when the liquidator shall consider proper for the benefit of the members of this company on the register of members on the 7th day of October 1919.

(c) A provision to relieve this company from all liability in respect of rights to take up further issues of this company's capital under any subsisting contract and to give to the persons concerned in lieu thereof similar rights in respect of the unissued capital of the new company.

(d) That the agreement shall be null and void unless the Limburg Rubber Lands, Limited, shall incorporate and adopt this agreement and, issue the shares to be allotted to the members of this company within a reasonable time.

(e) Such other provisions as the liquidator

There were present: Messrs. W. B. Claiborne, J. H. Chandler, and H. J. Madison (Directors); J. L. Duffell (Legal Adviser) and over seventy shareholders.

The notice convening the meeting was read by the Secretary, Mr. A. J. Welsh.

The Chairman—Gentlemen, as there appears to be some difference on the part of shareholders present to seeing their names in the paper, I will ask the Press to respect that wish (Applause). The circular letter outlining the scheme of reconstruction of this company London has doubtless had your careful consideration. I will endeavour to make plain to you the issues as we view them, and Mr. Fitch will aim is here to elucidate any point about which you may be in doubt. First of all to the members of the proper character of the business of the company. It is no doubt that the world is suffering from a plethora of rubber companies. Some of them are good, and it is no exaggeration to

some of these companies on the London market in order to relieve the local congestion. The benefits which would accrue to Shanghai by the adoption of this course are sufficiently obvious. The more immediate effect, on active market conditions, would be the flow of money to Shanghai, and you would have, in the interests of one, a rich perhaps acting as a stimulant to the other. It has been suggested that this scheme is wholly speculative. I do not view it in that light. At the risk of appearing trivial, I may put it as the axiom, that where you buy shares, you are the owner of the money. You have a dual means of attaining it. You may take your profits in dividends or, if meanwhile an appreciation in value offers you enough inducement, you may take your profit by realizing your shares. You may perhaps argue that as a conservative investor you have no concern in the fluctuations of the share market; that you look to dividends alone.

that is, it is still more conservative to buy two strings to your bow than one. The occasion may arise at some time or another when it is obligatory upon you or your trustee to turn your investments into liquid cash. If your sole resource is a market comprised of a glut of rubber shares and a string of market prices, you may find that the scribbles the conditions obtaining in Shanghai to day—days are inevitably false to face with a heavy loss—an unnecessary loss. But if you have a further appeal to a sufficiently wide area, a 'more active market'—to the great financial centre of London—this risk is either eliminated altogether or at least reduced to the minimum. Gentleme'n, it seems superfluous to ask whether or not it is desirable to obtain a dividend, e. There is yet another benefit to be gained by the transfer of this company to London.

of your estates. Yet will I not allow you, in the centre of the world, produce assets, capital, and changing prices of those markets, and for that reason the sale of your products will necessarily be effected at far greater advantage than would be the case from Shanghai. So much for the money which has prompted this scheme.

Now as to the scheme itself. You will have gathered from the circular that it is proposed to reconstruct the company in London under the title "Limburg Loach, Limited," capitalised at £350,000, of which £350,000 will be in cash, and £100,000 in capital stock, and £100,000 the original value of the Anglo-Siam Estate, namely, £107,751, on the capital expended, occurred or being incurred in improvements and extensions since the formation of the company £25,671, and on the working capital now in the hands of the company £69,021, making a total of £322,662. I can explain that the large surplus shown in your account is derived from differences in exchange. The plan of allotment provided that Shanghai should be taken for each share, and London 1/3. That is, for each share a held there in Anglo-Siam Estate, 1/3

company. This will absorb £25,000, which is the amount of the paid up capital of Anglo-Estates, Ltd. They will further receive half to the nominal value of £25,000 each which will be sold by the liquidator for their benefit on the London market, and the proceeds after deducting liquidation expenses, will be paid to the shareholders in cash. Firstly, 50,000 shares will be offered for public subscription in London. The capital of the London company will thus be £100,000 in excess of the Shanghai company. In so doing that increase of capital will be attempted to apply to all the familiar phrases "watered" stock and the lawyers will have disturbing visions of diminishing dividends. But have you given the matter a thought? Let us first of all take the £25,000

and therefore the business for which we met together this morning is closed. I thank you for your attendance and congratulate you upon keeping a very good company for Shanghai. — N. C. D. News.

THE COMING BOXING BOOT.

The boxing tournaments which is to take place on Saturday evening next in the City Hall gives every citizen of turning out to be one of the best meetings ever yet promoted by Mr. Dick Whitaker, and these have been not a few. Of course the male attraction in the programme is the contest arranged between Bill Lewis, who holds championship honours in Hongkong, and Roy Kenney, a formidable fighter from the Philippines. It has been arranged that the bout will be one of six three-minute rounds for a purse of \$1,000. Both men are held at weight. Last is the heavy boxing with his old, trialing companions and also some new blood. Kenney has been going at liverly day with Eddie Burns, "Jack" Forbes, Bandman Willis, and Sergeant Figgott at the V. R. C. A good deal of money was heard has already been placed on the two trials by their respective admirers, and bookings for the meet are already well advanced.

Over and above the main event, there are to be four preliminaries, each and all of which should be well worth witnessing.

TYPHOON WAKING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General today:

Manila, September 27, 1905.

Cyclone or Typhoon of 2 or 3 days threatening; abate about 10 A. M. on 28th or 29th of N. W.

CONFIDENTIAL

The following quotations are supplied by Messrs. J. H. & Co.:

Allagars	.....	1000
Anglo-Jaras	.....	1000
Anglo-Malay	.....	1000
Balgownies	.....	1000

akit Ka|angs (pp.)

Camu United	10
Canigaheld	10
Changkat Sarghah	10
Churas (part paid)	10
Do (fully paid)	10
Damantara	10
Damantara (part paid)	10
Ed. Salangah	10
Ginacah	10
Ginacaheld	10
Gincondas	10
Golden Hopes	10
Highlands and Lowlands	10
Indragirah	10
Israh	10
Kenneth	10
Lacu	10

ammonia 5/5

Lanadrons (fully paid)	500
Lanadrons (pfd.)	500
Labus	500
Labury	500
Lingals	500
London/Asiatics	500
London Ventures	500
Merlimans	500
Pajams	500
Pegohs	500
Rubber Trusts	500
Saggas	500
Sandacrofts	500

100-443887-100
 100-443887-101
 100-443887-102

Shellols	.....	54 1/2
Singapore & Johore	.....	51 1/2
Sumatra Pahs	.....	10 1/2
Sungai Chohs	.....	9 1/2
Sungai Kapahs	.....	12 1/2
Tandjong	.....
Tangkahs	.....	30 1/2
Tanjong	.....	31 - premium
Die Rangs	.....
United Serdanga	.....	100 1/2
United Senggang	.....	98 1/2
United Samarang	.....	80 1/2
United Langkat	.....	80 1/2
Tromps	.....	55 1/2
Para Rubber	.....	7 - per lb.

London Asiatic Company have declared a
 interim dividend of

RUBBER DIVIDENDS

ROBBER SHARE MARKET.
Hongkong, 30th September.

ollar or sterling stocks, the
led to maintain the levels of

lary in the weak and the leaders have given away slightly not to mention the lesser shares, whose quotations are purely nominal. Market closes with a weak tendency.

Five Hard Para rubber: is quoted at the loss at 6d. per lb.

Anglo Malaya: has weakened to 5/6 at which price sales have taken place.

Allgars have been sold at 4/- and at the loss are quoted at 4/6.

Perera's International after rising to 5/6, has fallen, at which price sales have been effected, done earlier with sales at 1/- prem.

on Ventures remain quiet and

Merlinium have declined to 5/ after sales at 1/9 and 1/6, closing steady. Durburys have been done in at 6/1 and more can probably be had at the price. London Atlantic improved to 1/5 during the early part of the week, but as now weathered and offered at 1/6. Teaghs are nominally quoted at 30/- while business to report. United Serdags, after declining to 9/- with sales at 1/6, improved to 10/- during the early part of the week, but at the close have cooled and sellers predominate at 10/-.

Prices were sold during a

Berriams continue quiet and unchanged.
Cuthfields have eased down to 105/106.
Highland rate they can be procured.
Highlands and Lowlands are on offer at the
reduced rate of 97/105.
Kestrel, Luppurs strong hard to 100/105.
A very part of the week, but have weakened
to 95/100 with sellers at 95/100.
Kamunings are offering at 95/100.
Barn Tigs have eased up to 97/105.
Selling with fairly better at the figure.

85/- after sales during the week.

Salgomeiras continue on offer at \$12 without interest to rapid buyers.

Chabot Sardinas are neglected at the suggested rate of \$10.

Fish have buyers at \$6, but sellers not forthcoming at this price.

Corn can probably be had at \$10.

Shrimps have been bought at \$10 and are closing quiet.

Crabs have small quantities at \$10.

its correlation weak and on a probable a lower price would

reservoirs and farmers' fields in Sri Lanka. Bacteria have changed hands and strains of *E. coli* are being transferred. Antibiotics are often misapplied, and hospital outbreaks are common. In Sri Lanka, 100 hospitals have been tested, and 50% of them are in violation. In Guyana, 75% of the hospitals have been found to be in violation. In New Zealand, 90% of the hospitals have been found to be in violation. (Dr. S. J. B. Leach, WHO, Geneva, 1990)

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

FORM 4a (Rev. 1-1-64)

*Suppld by Messrs. E. S. Kadooris & Co. Corrected to noon; later alterations given under "Commercial-Intelligence," page 5.

[illegible]